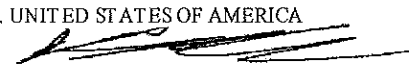


AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE J	PAGE OF PAGES 1 29
2. AMENDMENT/MODIFICATION NO. F00002	3. EFFECTIVE DATE 31-Jan-2014	4. REQUISITION/PURCHASE REQ. NO. SEE SCHEDULE	5. PROJECT NO. (If applicable)		
6. ISSUED BY NAWCTSD 253 12350 RESEARCH PARKWAY (25322) ORLANDO FL 32826	CODE N61340	7. ADMINISTERED BY (If other than item 6) DCMA ST. PETERSBURG 830 CENTRAL AVENUE SUITE 500 ST. PETERSBURG FL 33701-3630		CODE S1109A	
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) CAE USA INC. 4908 TAMPA WEST BLVD TAMPA FL 33634-2411				9A. AMENDMENT OF SOLICITATION NO.	
				9B. DATED (SEE ITEM 11)	
				X 10A. MOD. OF CONTRACT/ORDER NO. N61340-14-C-0005	
				X 10B. DATED (SEE ITEM 13) 04-Dec-2013	
CODE 69479		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required) See Schedule					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACT/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
X D. OTHER (Specify type of modification and authority) FAR 52.232-18 Availability of Funds					
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: walkerd14394 ** The PID/PR Number for this modification is: 131300390617-0002 1. The purpose of this modification is as follows: a. Added funded SubClin 140101 for FY14 CNATRA funding. The CLIN is fully funded. b. Update Section C.3 Statement of Work. c. Update Clause 252.232-7006 -- Wide Area Workflow Payment Instructions. d. Update Clause 252.232-7007 -- Limitation of Government Obligation. e. All other changes resulting from this modification are delineated on page 2 of this document. All other terms and conditions remain unchanged.					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) JOSEPH A. LIBERATORE, JR. (25322) / CONTRACTING OFFICER TEL: 407-390-4281 EMAIL: joseph.liberatore@navy.mil		
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY  (Signature of Contracting Officer)		16C. DATE SIGNED 31-Jan-2014	

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION B - SUPPLIES OR SERVICES AND PRICES

SUBCLIN 140101 is added as follows:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
140101	FY14 CNATRA Funding FFP FOB: Destination PURCHASE REQUEST NUMBER: 1300390617-0002				\$0.00
				NET AMT	\$0.00
ACRN AA CIN: 130039061700003					

SECTION C - DESCRIPTIONS AND SPECIFICATIONS

The following have been modified:

C.1 STATEMENT OF WORK/TECHNICAL DATA

(a) The specific requirements of this contract are identified in:

Section C.3 of the RFP.

(b) Technical Data and Information requirements (DD Forms 1423) of this contract are identified in Exhibit B.

C.2 COMMUNICATIONS

To the greatest extent practicable, communications between the Government and Contractor shall be accomplished electronically. When the Contractor desires or is required to submit formal letters or other communications to the Government, it shall do so by attaching a copy of the communication (MS Word or Excel (2000 version or later), or Acrobat compatible) to an e-mail addressed to the proper Government representative. Submission of a hard copy will not be necessary.

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C.3 STATEMENT OF WORK

STATEMENT OF WORK (SOW)

6643-A-0402

CNATRA

T-44C TRAINING

Section C - Descriptions and Specifications

ACRONYMS

The following definitions are provided for acronyms that may be used in this solicitation/contract:

AC	- Aircraft Commander
ACO	- Administrative Contracting Officer
ACOR	- Alternate Contracting Officer's Representative
ACRN	- Accounting Classification Reference Number
ACT	- Aircrew Coordination Training
AOM	- Aircraft Operating Manual
AR	- As Required
ATA	- Air Transport Association
ATC	- Approved Training Curriculum
ATP	- Air Transport Pilot
ATS	- Approved Training Syllabus
CACT	- Command Aircraft Crew Training
CAMP	- Continuous Airworthiness Maintenance Program
CFR	- Code of Federal Regulations
CFT	- Cockpit Familiarization Trainer
CNATRA	- Chief of Naval Aviation Training
CRM	- Crew Resource Management
COMS	- Contractor Operations and Maintenance Services
COR	- Contracting Officer's Representative
CP	- Copilot
CPT	- Cockpit Procedures Trainer
CSD	- Contract Start Date
CTN	- Class Training Number
DFARS	- Department of Defense Federal Acquisition Regulation Supplement
FAA	- Department of Transportation (DOT) Federal Aviation Administration
FS	- Flight Simulator
FTD	- Flight Training Device
FTI	- Flight Training Instruction
FY	- Fiscal Year
GPS	- Global Positioning System
GTO	- Ground Training Officer
ICW	- Interactive Courseware
IFR	- Instrument Flight Rules
IFT	- Instrument Flight Trainer
IMC	- Instrument Meteorological Conditions
IP	- Instructor Pilot
IUT	- Instructor under Training
LO	- Lot
MAX	- Maximum
N/A	- Not Applicable
NATOPS	- Naval Air Training and Operating Procedures Standardization
NATRACOM	- Naval Air Training Command
NAVAIR	- Naval Air Systems Command
NAVEDTRA	- Naval Education and Training

NSP	- Not Separately Priced
NPSI	- Navy Portable Source Initiative
OEM	- Original Equipment Manufacturer
PCO	- Procuring Contracting Officer
POC	- Point-of-contact
PL 21	- Proline 21
PF	- Pilot Flying
PNF	- Pilot Not Flying
POC	- Point-of-Contact
PTO	- Pipeline Training Officer
PTT	- Part Task Trainer
QTY	- Quantity
RFT	- Ready-for-Training
STU	- Student (trainee/PUI)
TACAN	- Tactical Air Navigation
TBN	- To Be Negotiated
TPS	- Test Pilot School
UTD	- Unit Training Device
VFR	- Visual Flight Rules
VMC	- Visual Meteorological Conditions

STATEMENT OF WORK

(a). **GENERAL SCOPE:** The objective of this document is to specify requirements to contract pilot training for the Navy T-44C ProLine 21(PL21) aircraft. The T-44C is a Navy configured Raytheon/Beechcraft King Air C-90 with a modified ProLine 21 avionics suite (see T-44C aircraft description). (See Note 1 below for information concerning T-44A training requirements)

The Chief of Naval Aviation Training (CNATRA) requires the following individual pilot training courses:

- 1 Advanced Multi-Engine, Multi-Service Pilot Training System (MPTS) Flight Training**
(CNATRAINST 1542.147 series and/or CNATRAINST 1542.168 series)
- 2. Multi-Engine Flight Instructor and Transition Training (CNATRAINST 1542.153 series.)**

These T-44C training courses require both classroom academic and practical training using T-44C FTDs and UTD/IFTs. (See Note 1 below for T-44A training requirements)

The contractor shall be required to provide:

- all qualified instructors,
- the applicable T-44C Unit Training Device(s)(UTD)/Instrument Flight Trainer(s)(IFT)
- FAA Level 6 equivalent T-44C Flight Training Device(s) (FTD(s) (equipped with FAA Level D equivalent visual system) necessary to support all training and projected student throughput described herein.
- all support personnel required to operate and maintain the devices and any additional labor required for supervising and administering classroom and simulator training

The Government will provide:

- Facilities capable of supporting a combination of 8 T-44C FTDs and UTD/IFTs.
- For T-44C training: Two (2) basic T-44C Instrument Flight Trainers (SN 4 and SN 5) with Government provided Contractor Operations and Maintenance Services (COMS) support (until expended);
- For T-44A training: One (1) basic T-44A Instrument Flight Trainer with Government provided Contractor Operations and Maintenance Services (COMS) support (until T-44A program conclusion – approximately 1 October 2014);
- All required course curriculum/syllabi;

- Any additional Government specific courseware/materials needed for the training of T-44A/C pilots.

The contractor provided FTDs required shall simulate the performance and functional operation of CNATRA's T-44C aircraft and shall minimally meet FAA Level 6 FTD certification requirements, as defined under current 14 CFR Part 60 (FAA certification is not required). In addition, the FTDs shall provide a freeze and reset capability and an FAA Level D equivalent or higher visual system (as described in 14 CFR Part 60) capable of projecting a minimum 220-degree horizontal (minimum -110 degrees [LEFT] and +110 degrees [RIGHT]) by a 60-degree vertical (+28 degree UP (unless restricted by hardware induced optical obstruction) and -32 degrees DOWN plus or minus 1 degree), continuous collimated visual field of view and simulate Visual Meteorological Conditions (VMC), Instrument Meteorological Conditions (IMC), day, night, dusk and twilight conditions. The contractor shall provide training in Buildings 1824, 89 and 83 at NAS Corpus Christi, Texas. The Government will provide, as Government Furnished Information (GFI), access to the Navy Common visual database (Navy Portable Source Initiative (NPSI)) containing all required airfields and models. The contractor may be requested to update the airfields and models. If updates are required, the cost will be negotiated in accordance with the Changes clause. The contractor shall use the Government-furnished facilities (Buildings 1824, 83 and 89) and course curriculum/syllabi in conducting all classroom and simulator training. All instructors shall have a minimum of 1000 flight hours, have knowledge of Department of Defense (DOD) rules and regulations governing aircraft operations, and be either a prior military pilot or possess an FAA flight instructor certificate with an instrument rating. (Refer to section C, paragraph (b)(2)(xii-xiii)).

Training Integration Management System (TIMS). The COR shall utilize TIMS. TIMS is a standardized computer-based integrated training management system mandated by the Naval Air Training Command (NATRACOM). TIMS is designed to administer all aspects of undergraduate flight training. It consists of computer hardware, software, communication systems, networks and peripheral equipment necessary to support all naval aviation training curricula. All management personnel, instructors and students assigned or contracted to the NATRACOM shall be provided access to, and use, TIMS. TIMS facilitates flying and ground-based training activities, including schedule development and execution, creation of grade sheets and all flight records, resource allocations, all instructor qualifications and currencies, academics/computer aided instruction (CAI), long range planning and reports on all student performance/progress; to include, instructor and management summary reports at all levels of the NATRACOM. TIMS is a CNATRA headquarters, TRAWING, Squadron, and contract support "centric" system. No other management systems are authorized to support Navy undergraduate flight training.

(b). REQUIREMENTS:

(1). COURSES:

(i) Advanced Multi-Engine Multi-Service Pilot Training System (MPTS) Flight Training (CNATRAINST 1542.147G) and/or, when available, a future migrated curriculum/syllabus (See DRAFT copy of the CNATRAINST 1542.168 Migration Syllabus): The mission of the Advanced Multi-Engine MPTS Flight Training is to develop multi-engine flight skills while emphasizing instrument flying and crew coordination. At the successful completion of this phase of aviation training, the flight student will be designated a naval aviator / pilot qualified in multi-engine aircraft, and will have earned a standard instrument rating. Course training requirements will be as currently defined in Advanced Multi-Engine MPTS (CNATRAINST 1542.147G) or subsequent migrated syllabus when implemented (CNATRAINST 1542.168 Migration Syllabus). Training will be performed at a Government provided facility (Buildings 89, 83 and 1824), using government and contractor provided T-44C UTD/IFTs and contractor provided FTDs and instructors. The contractor shall use Government provided curriculum/syllabi and courseware in conducting this course. The typical class size for this training course will be approximately 6-8 students. (See Note 1 below for T-44A training requirements.)

NOTE 1: Due to a period of transition and phase-out from the T-44A aircraft to the T-44C aircraft, there remains a limited amount of T-44A student training required until "approximately" 1 October 2014. These students will train with the identical syllabus (1542.147G) as the "C" model students, requiring the same number, length, and sequence of events. The Government will provide, and maintain, one (1) T-44A IFT for support of this training. Student

loading is roughly 2-6 students, starting once per month, with a total of approximately 24 students needing "A" model training until T-44A program conclusion. Due to systems differences between the T-44C and T-44A, the T-44A students receive a week long systems class that is unique and separate from the T-44C systems class. The total number of T-44 students to be trained in FY14 (Section C, paragraph (d)(1)) already includes these T-44A students.

NOTE 2: The Advanced Multi-Engine-Service Pilot Flight Training, as currently taught under CNATRAINST 1542.147G will be modified or "migrated" at a future date (see DRAFT CNATRAINST 1542.168 Migration Syllabus). This new or migrated curriculum/syllabus will require additional simulator (FTD) flight time as some of the actual flight missions will be "migrated" over to simulator missions. The government plans to begin using the new "migrated" curriculum/syllabus after delivery of the first contractor provided FTD or early FY 2015. As additional contractor provided FTDs are delivered, the percentage of students taught under the new migrated syllabus (CNATRAINST 1542.168) will increase and those students taught under the current CNATRAINST 1542.147G will decrease. Once all contractor provided FTDs are delivered, the current CNATRAINST 1542.147G and syllabus will no longer be used as all incoming students will be taught under the new migrated syllabus (CNATRAINST 1542.168). The migrated syllabus events can be seen in the DRAFT CNATRAINST 1542.168 Migration Syllabus.

(ii) **Multi-Engine Flight Instructor and Transition Training (CNATRAINST 1542.153C):** The mission of the Multi-Engine Flight Instructor and Transition Training is to provide designated aviators with appropriate flight procedures, instructional methodologies and techniques to qualify as Copilot (CP), Aircraft Commander (AC) or as Instructor Pilot (IP). Course training requirements will be as defined in Multi-Engine Flight Instructor and Transition Training (CNATRAINST 1542.153C). Training will be performed at a Government provided facility (Building 1824, 83 or 89) using Government and contractor provided T-44C UTD/IFTs and contractor provided FTDs and instructors. The contractor shall use Government provided curriculum/syllabi and courseware in conducting this course. Trainees will be designated military aviators prior to attending this course. The typical class size for training under CNATRAINST 1542.153C is two students.

A. **The Multi-Engine Flight Instructor training (CNATRAINST 1542.153C)** consists of the following course:

- 1) **Multi-Engine Flight Instructor Under Training (IUT) Course:**
IPs will instruct undergraduate flight students in the Advanced Multi-Engine MPTS and Intermediate E-2/C-2 phases of flight training and will complete the Instructor Under Training (IUT) Multi-Engine Flight Instructor curriculum consisting of instrument flight rules, systems and aerodynamics courses, five CPT events, six Radio Instrument (RI) events and a defensive positioning event. This equates to 60 student academic events and twelve (12) simulator events which are to be conducted in accordance with CNATRAINST 1542.153C.

B. **Transition Training (CNATRAINST 1542.153C):** Transition Training of Naval Test Pilot School Preparatory (TPS), Copilot (CP), and Aircraft Commander (AC) Training is designed to prepare designated pilots with dissimilar flying experience for Naval Test Pilot School or Maritime Patrol Fleet Replacement Squadron duty and consists of the following:

- 1) **Naval Test Pilot School (TPS):** The TPS curriculum consists of systems and aerodynamics courses, five (5) CPT events and six (6) Radio Instrument (RI) events. This equates to 40 student academic events and eleven (11) simulator events which are to be conducted in accordance with CNATRAINST 1542.153C (TPS curriculum).

NOTE: The above listed "Transition Training" curriculum can be performed in the following two separate and distinct training blocks as listed below:

- 2.) **Copilot Training:**
Copilot Training is the first block of AC Training and consists of the systems and

aerodynamic courses as well as the first five CPT events. This equates to 40 student academic events and five (5) simulator events, which are to be conducted in accordance with CNATRAINST 1542.153C (CP curriculum).

3.) **Aircraft Commander Upgrade Training:**

The second block of AC training consists of two (2) Basic Instrument and three (3) Radio Instrument (RI) simulator events. This portion of training does not include any contract ground school and is limited to the five (5) simulator events identified above. This training is to be conducted in accordance with CNATRAINST 1542.153C (AC curriculum).

NOTE: All ground training classes (G02xx (IFR), G03xx (Systems) and G04xx (Aero)) required under Multi-Engine Flight Instructor and Transition Training (CNATRAINST 1542.153C) shall be conducted in conjunction with the same academic ground training provided to all students (winged and non-winged) receiving T-44C training on this contract as described in paragraph (b)(1)(iii) below. (i.e. There is no need to conduct separate academic ground training classes for a student attending the Advanced Multi-Engine Multi-Service Pilot Training System (MPTS) Flight Training (non-winged student) or the Multi-Engine Flight Instructor and Transition Training (winged student)).

(iii) **Ground School / Classroom Instruction:** Contract Instructors shall be responsible for all applicable T-44C multi-engine classroom academic instruction using Government provided syllabus/curriculum. This includes all (non-systems) multi-engine track ground training curriculum.

(iv) **Simulator Event: Track Specific Event:** This simulator event is to be flown by each USCG, USMC C-130, and USMC Tiltrotor student military aviator receiving multi-engine training at Training Wing FOUR in accordance with the applicable track. This event applies to students tracking specific weapon systems pipelines, making each "track" unique in specific simulator events as described in CNATRAINST 1542.147G and/or CNATRAINST 1542.168 as required.

(v) **Warm-Up Event:** This simulator event shall be 2.5 hours in length (1.5 hour FTD/UTD/IFT time and 1 hour brief/debrief) and used to practice flight and navigation procedures as required. This event may involve one or two students but must include a contractor provided instructor.

(vi) **Emergency Procedures (EP) Event:** An annual EP simulator event shall be 2.5 hours in length (1.5 hour FTD time and 1 hour brief/debrief) and shall consist of a minimum of 10 emergencies. This event may involve one or two students but must include a contractor provided instructor.

(vii) **VIP/Winging Events:** These events are normally in direct support of Student Winging days and take place approximately every three weeks on average. They are normally scheduled to take eight (8), simulator event periods (approximately 1.5 hours each in duration) on Winging days (or single events for VIPs) and require the presence of a contract simulator operator to monitor the simulator (Instructor is NOT required).

(viii) **Non-Systems Multi-Engine Ground School:** The Non-Systems Multi-Engine Ground School shall be conducted for students not enrolled in the T-44 Advanced Multi-Engine Multi-Service Pilot Training System Flight Training program (i.e. TC-12 students), but require the same non-systems academic training. Training will be performed in a Government provided facility (Building 1824, 83 or 89) and consist of a total of approximately 129 academic training hours conducted over a period of approximately 16.5 training days. The contractor shall provide Non-Systems Multi-Engine Ground School to students in accordance with CNATRAINST 1542.147G, which shall include the following specific blocks of instruction:

- **Instrument Flight Rules** - Phase I (G02xx, 39.5 hours/5.5 days in length) encompassing navigation aids, navigation procedures, meteorology, military and FAA flight rules;
- **Aerodynamics** - (G04xx, 24.5 hours/3 days in length) aircraft specific aerodynamics with weight & balance procedures;

- Visual Navigation - (G05xx, 19 hours/2 days in length) to include visual flight rules concepts, chart interpretation and usage, CR2 computer usage, mission planning;
- Joint Mission Planning System - (N02xx, 24 hours/3 days in length) to include further visual navigation mission planning and chart preparation;
- Instrument Flight Rules - Phase II (G08xx, 22 hours/3 days in length) including DD175 usage, fuel log, exercises and review and IFR final exam.

Reference CNATRAINST 1542.147G for full details of each block of training.

**** Note:** *TC-12 G04xx (Aero) will be taught separate from T-44C G04xx. With the exception of G04xx, all classes shall be conducted in conjunction with the same academic ground training provided to all students receiving T-44C training on this contract as described in paragraph (b)(1)(iii) above.*

The Government reserves the right to change/update the syllabus without extending the overall course length at no additional cost to the Government. Change/update is not considered a change as identified in the Changes Clause – 52.243-1 of the contract.

(2). OTHER REQUIREMENTS:

(i). Daily Training Schedule and Crew Rest: The normal length of a training day is 16.5 hours (0530-2200), Monday through Friday. However, weekends and holidays may be scheduled if required to ensure student throughput. In cases where weekends and/or holidays are necessary the contractor shall notify the Government at least 48 hours prior and if COMS support is required. The contractor shall insure that instructors and devices are available to meet the required daily schedule. Individual student training day is as defined in the applicable curriculum but will generally allow for no more than 12 hours of training per day.

(ii). Maneuvers/procedures: All maneuvers/procedures shall be in accordance with the applicable course curriculum, flight training instruction (FTI), the T-44A/C NATOPS manual, Navy Standard Operating /Supplemental Procedures or Aircraft Operating Manual (AOM). Navy manuals, procedures and checklists shall take precedence over the OEM's AOM. The T-44A/C Model Manager (or representative) shall provide the contractor all applicable training documents as specified within this SOW. Trainees will bring their own copy of Navy manuals (NATOPS/Supplements) to T-44A/C pilot classes when applicable. All pilot courses shall use and train on Government provided DOD approach plates.

(iii). Trainee Course Evaluation: Each trainee will complete a course evaluation form at the end of each stage of training (before leaving the training facility). Evaluation form format and content shall be approved by the Pipeline Training Officer (PTO)/ACOR. It will become part of the End-of-Course deliverable submission. Refer to Section C, paragraph (c)(2)(i-iii).

(iv). Course Exams: All course trainees must pass applicable academic exams as described in their respective curriculum by a score of 80% or higher out of a total correct of 100%.

(v). Location: Training will be conducted at a Government provided facility (Building 1824, 83 or 89) located at NAS Corpus Christi, Texas.

(vi). Trainee Simulator Flight Performance Criteria: Trainee performance during training shall be evaluated and documented by the contractor using course training standards and absolute maneuver grading in accordance with the applicable curriculum.

(vii) Government Furnished Devices: For T-44C training, the Government (CNATRA) will make available for use by the contract instructors, two partially capable hydraulic motion, non-visual, Instrument Flight Trainers (IFT) configured with a simulated ProLine 21 avionics suite. These devices can be used to accomplish all Basic-Instrument and some Radio-Instrument syllabus events (11 out of 31 migrated syllabus events). These two devices are designated as SN4 and SN5 and will be available for use by the contract instructors until delivery of the

contractor provided UTDs/IFTs. For T-44A training, the Government will provide, and maintain, one fully capable hydraulic motion, non-visual, Instrument Flight Trainers (IFT) configured with analog instruments. This device is suitable for conducting all syllabus directed T-44A simulator events.

Contract Instructors shall be required to be proficient in the operation and use of these Government furnished devices in order to conduct the required training. Contract instructors will only be required to use these devices as a supplement to the contractor provided T-44C FTDs and UTD(s)/IFT(s) in conducting the applicable syllabus training. All maintenance and logistics support of Government provided devices (SN4, and SN5) will be provided by the Government under a separate contract.

(viii). **Major Contractor Provided Equipment:**

(A) **Unit Training Device (UTD)/ Instrument Flight Trainer (IFT):**

- (1) The contractor shall provide a minimum of two (2) Unit Training Devices (UTDs)/Instrument Flight Trainers (IFTs) in courses where a requirement is delineated. A T-44C Unit Training Device (UTD) is defined as a Procedural Trainer that provides all the capability of the cockpit, flight parameters and Input-Output-System (IOS) portion of a T-44C Level 6 equivalent Advanced Aviation Training Device (AATD), except with **no visual system**. The T-44C UTD/IFT(s) shall be capable of performing all maneuvers and training as specified in the specific course curriculum/syllabi as mentioned herein.
- (2) Each UTD/IFT shall be used to train:
 - cockpit procedural training
 - instrument procedures
 - instrument crosscheck
 - instrument take-off and precision and non-precision approaches
 - high altitude navigation
 - in-flight planning
 - in-flight communications
 - strange field procedures

Additionally, each UTD/IFT shall be used as a platform to train all aspects of emergency procedures from recognition to logical conclusion. Specific events are listed in CNATRAINST 1542.147G.

The contractor shall provide a minimum of two (2) T-44C UTD/IFT(s) which minimally meets the requirements of a "non-visual" FAA Advanced Aviation Training Device (AATD) as defined in FAA AC 61-136 (FAA certification not required) for courses where a syllabus requirement is delineated. The UTD/ IFT(s) shall depict the applicable T-44C cockpit system(s) (e.g., avionics, electronics, switches and controls) and have student input and trainer system indications/responses (action-reactions capability) which replicate the T-44C flight parameters, response and handling characteristics as described in the NATOPS manual and applicable FTIs.

The contractor shall certify that the UTD/IFT(s) function at a minimum fidelity as described within this SOW and IAW the Minimum Equipment System Matrix (MESM). Each device shall have freeze/reposition/reset capability. The UTD(s) shall have a remote operating capability which allows the Instructor to control training events while acting as copilot.

NOTE: The Government will provide and support (COMS) devices SN4 and SN5 (non-visual IFTs addressed in paragraph (b)(2)(vii) above) until delivery of the contractor provided UTD/IFT(s). The Contractor provided UTD/IFT(s) will be used to replace the training currently provided by devices SN4 and SN5.

(B.) **Flight Training Devices (FTD):**

- 1) The contractor shall provide a minimum of four (4) T-44C FTDs which shall minimally be FAA Level 6 equivalent as specified in the current 14 CFR Part 60 (FAA certification is not required), to augment the T-44C aircraft flight-training curriculum. In addition, the contractor shall certify that the FTDs function at a minimum fidelity as described within this SOW and IAW the Minimum Equipment System Matrix (MESM) and Visual Database Requirements as described in NPSI. Each simulator shall have freeze/reposition/reset capability and seat motion cueing (i.e vibration during stall, etc). The FTDs shall have a remote operating capability which allows the Instructor to control training events while acting as copilot.
- 2) Each FTD will be used in tasks that minimally include:
 - visual overhead pattern
 - visual flight maneuvering
 - Visual Flight Rules (VFR) low level
 - Search and Rescue (SAR) flights
 - formation flight to include: One (1) T-44 to fly formation off of and one (1) air refueling tanker to include a KC-135 and KC-130
 - Air-Air refueling: Include in-flight refueling from a KC-135 and KC-130
 - instrument navigation
 - high altitude navigation
 - transition to land
 - engine out work
 - dynamic engine cuts
 - stalls and post stall flying characteristics,
 - ditching
 - visual (day, dusk and night) approaches
 - circling approach transitions and emergency procedures

Accordingly, a FAA Level "D" equivalent or higher visual system capable of projecting a minimum 220-degree horizontal (minimum -110 degrees [LEFT] and +110 degrees [RIGHT]) by a 60-degree vertical (+28 degrees UP (unless restricted by hardware induced optical obstruction) and -32 degrees DOWN plus or minus 1 degree), continuous collimated visual field of view shall be provided. The open-architecture visual system database shall have accepted navigational aids and airfields as specified in accordance with NPSI, the **Simulated Training Area** document and **Low Level Points Chart**, providing pilots with maximum training value. The database shall include terrain with texturing, cultural features such as roads, rivers, buildings, bridges, etc., and a detailed representation of the fields within the modeled training area of operations. Critical VFR checkpoints in the Corpus Christi area of operations shall be identifiable from the FTD cockpit. The database shall minimally include the airfields and operating area normally used within the curriculum and as identified in the Simulated Training Area document and Low Level Points Chart. The Operating area is defined as: CONUS between 25° N to 31°N and 94° W to 101°W, and overwater: A632B and W228A/B/C/D. Primary airfields (1m resolution within 5NM): KNGP, KCRP, KNGW. The Government reserves the right to request the contractor augment or replace the visual database, or implement hardware or software changes, as training requirements dictate, at Government expense.

- 3) Each FTD shall also be used to train in:
 - Day and Night low level and instrument procedures
 - instrument crosscheck
 - instrument take-off and precision and non-precision approaches
 - high altitude navigation
 - in-flight planning
 - in-flight communications
 - strange field procedures
 - transition from instrument to visual flight conditions and transition to land.

Additionally, each FTD shall be used as a platform to train all aspects of emergency procedures from recognition to logical conclusion. Each FTD shall have a windscreen structure that represents viewing obstructions in the aircraft and shall have a full fidelity cockpit that replicates the T-44C response and handling characteristics as described in the NATOPS manual and the applicable FTIs. The FTDs shall be capable of performing all maneuvers and training as specified in the course curriculum/syllabi as mentioned herein.

(C) **General Device Requirements:**

- 1) Each FTD and UTD shall be equipped with a student debrief capability similar to the Computer Aided Debrief System (CADS) or Computer Aided Performance Analysis System (CAPAS) to capture instrument displays, performance, cockpit video and audio for future playback.
- 2) The contractor is required to advise the Ground Training Officer (GTO)/PTO/ACOR and COR in writing of any changes in FTD and/or UTD upgrades, modifications, or changes that may impact on FTD/UTD capabilities.
- 3) The contractor shall provide full maintenance support for all contractor provided T-44C FTDs and UTD(s)/IFT(s) as described herein. This support shall include adequately trained personnel, supplies, maintenance tools, equipment, and device spare parts sufficient to provide a level of maintenance to accomplish scheduled training. Each FTD/UTD shall be available 16 hours per day (0600-2200) on normal workdays. A normal workday is defined as between the hours of 0530 to 2230 (17.0 hrs) Monday through Friday excluding Government holidays. For required production surges, device time can be extended to 18 hours per day, and/or weekends and holidays. For instances when trainer availability is needed outside of a normal workday (i.e., during weekends and/or holidays), the contractor shall notify the government at least 48 hours prior to the start of the required training. The determination of availability shall be made solely by the GTO/ACOR or his/her designee. The minimum acceptable individual device availability, for scheduled training operations (training day and event), is determined by overall system functionality and minimum device equipment and fidelity standards identified in accordance with the standards for FAA level 6 FTDs and by the MESM.
- 4) Scheduled and unscheduled preventive maintenance to include alignment, inspections and cleanings shall be accomplished during scheduled down time or after the normal workday.
- 5) A Government provided T-44C pilot(s) shall fly and evaluate the T-44C FTD(s)/UTD(s) at destination prior to RFT in order to evaluate the FTD(s)/UTD(s) capabilities, fidelity and any deficiencies. The T-44C pilot(s) shall fly three profiles as provided in the following references:
 - 1) T-44C NATOPS, Chapter 10, "A" Profile (A card FCF),
 - 2) CNATRINST 1542.147G, flight C4390 (Contact Checkride),
 - 3) CNATRINST 1542.147G, flight I4890 (Instrument Checkride). The T-44C FTD(s)/UTD(s) shall meet the required fidelity IAW FAA Level 6 standards, the MESM, and applicable references as listed in paragraph (c)(3)(i).

Any Government noted deficiencies that do not meet these requirements and standards shall be corrected by the contractor prior to the device(s) being certified as RFT.

NOTE: *Each FTD/UTD shall not be considered RFT until delivered and accepted for use by the Government/NATOPS pilots as described in paragraph (b)(2)(viii)(C)(5) above. The contractor shall allow a minimum of 30 days to complete the acceptance process by Government/NATOPS pilots as described in paragraph (b)(2)(viii)(C)(5) above.*

- (ix) **Physical Security:** The contractor is responsible to ensure all physical security of their property and furthermore, he/she shall be required to monitor access control of Buildings 1824, 83 and 89 during maintenance hours after the responsible Government personnel secure and leave the facility or when designated by the

GTO/ACOR. The contractor shall immediately inform the Government of any suspected breach of security or access policies. The Government shall be responsible for the physical security of Building 83 where the FTD(s)/UTD(s) are housed and buildings 1824 and 89. The buildings shall be secured in accordance with base policy. All access doors, windows, etc., will be locked or alarmed at the Government's option. The contractor shall be responsible for physical security of rooms assigned in Buildings 1824, 83 and 89, to include simulator bays in building 83.

(x) **Mobilization, Contract Start and Training Delivery Plan:** A period of "Mobilization" shall occur between **5 December 2013 and 31 January 2014** for the purpose of hiring, training and certification of instructors and support personnel. Contract Start Date (CSD) shall begin **1 February 2014** and is defined as the period when CACT contract Instructors begin training T-44 students as described herein. Ready for Training (RFT) is defined as the delivery and acceptance for use, by Government/NATOPS pilots, of the Flight Training device(s) (FTDs) and/or Unit Training Device(s) (UTDs). The total number of FTD(s)/UTD(s) will be based on projected T-44C student throughput and scheduling requirements. The FTD(s)/UTD(s) shall be ready for training (RFT), fully capable of student flight training events as listed for simulation IAW applicable course curriculum/syllabus and other references in paragraph (c) (3) (i), as follows: First FTD shall be RFT **no-later-than (NLT) –1 November 2014**; Second FTD shall be RFT **no-later-than (NLT) – 1 December 2014**; Third FTD shall be RFT **no-later-than (NLT) 1 May 2015**, **Fourth FTD**, shall be RFT **no-later-than (NLT) 1 November 2015** and any other FTDs required provided 6-months after previous delivery; Both UTDs – delivered as soon as possible (but RFT **no-later-than 1 April, 2015**) to replace devices SN4 and SN5 in order to meet student throughput requirements and scheduling as defined in paragraph (d)(1). The contractor shall provide an FTD/UTD delivery plan to insure a seamless installation/transition. The delivery plan shall include a delivery schedule, a technical description of the approach for installation and convey an understanding of what is required. The delivery plan should minimally include a post-award and pre-mobilization meeting.

(xi) **Return of Equipment:** The contractor shall, within thirty (30) calendar days after the expiration of this contract, remove the T-44C FTD(s)/UTD(s) from Government site unless the contract term is renewed. All teardown, packaging and transportation of equipment shall be at the expense of the contractor.

(xii) **Contract Instructor Duties and Responsibilities:** Contract Instructors shall be responsible for all training as mentioned herein and in accordance with applicable local regulations. All work performed by contractor personnel shall be accomplished IAW the latest version of instructions, standards, and procedures specified in technical data, applicable syllabus/curriculum and supplements. The Government will provide and maintain current syllabus/curriculum. Latest procedural changes pertaining to flight will be coordinated with Government representatives to ensure correct procedures are utilized. The contractor shall provide simulator/classroom instructional services as specified in the schedule that is established by the Scheduling Authority, using the simulator and other training aids provided by the Contractor and Government to the degree required to accomplish curriculum requirements as listed in the applicable curriculum.

(A) Contract Instructor Primary Responsibilities include, but are not limited to:

- (1) Conduct scheduled Simulator training /missions.
- (2) Conduct scheduled classroom events in accordance with applicable syllabus/curriculum.
- (3) Grade and record trainee performance as required and in accordance with established criteria. (using TIMS)
- (4) Document trainee attendance and training accomplishments.
- (5) Evaluate and record trainer/FTD/UTD/IFT performance in accordance with established criteria.
- (6) Attend monthly standardization meetings

(xiii) **Contract Simulator Instructor Qualifications, Certifications and conditions of Performance:** Specific prerequisite training, experience and qualifications are required for T-44C instructors. The contractor shall document all training and qualification data for each instructor, to include dates of course completion, proficiency training and standardization checks. The following conditions apply.

- (A.) **T-44 Contract Instructors shall minimally:**
- Be a prior military pilot or possess a FAA flight instructor certificate with Airplane-Multi-Engine and Instrument-Airplane ratings.
 - Have a minimum of 1000 flight hours, knowledge of DOD rules and regulations governing aircraft operations and the use of DOD forms and documents for aircraft instrument flight operations.
- (B.) **Instructor Certifications:** The following shall be satisfactorily completed, including scheduled exams, by the contract instructor prior to certification:
- (1) Instructor must fly in the FTD/UTD/IFT and demonstrate proficiency in each curriculum stage maneuver, monitor each stage and instruct each curriculum stage maneuver, all under the supervision of a qualified Government or contract instructor. This will be accomplished for all curriculum events within the stage of training that the instructor will become qualified to instruct.
 - (2) Complete Instrument Ground School, and instrument examination, if not attended within the past year and annual renewals thereafter of the certification.
 - (3) Pass a standardization check conducted by a check instructor.
 - (4) Instructors will qualify in NATOPS open book, closed book, boldface and stage qualification exams and annually renew these qualifications.
- (C.) **Classroom Instructors:** Classroom instruction includes both platform academic instruction and Interactive Courseware (ICW) Classroom instruction. Classroom Instructor Training/Requirements are as follows:
- (1) Classroom Instructors assigned to teach classroom instruction must complete the academic instructor-training course. Contract instructors assigned to classroom instruction shall be a graduate of military instructor training course or its equivalent, as approved by the Government. The standard used for this requirement shall be the Navy's Instructor Training Course, A-012-0077.
 - (2) Classroom Instructors shall observe at least two complete courses of instruction, taught by a qualified Government or contract instructor, in the specific class he/she will teach prior to teaching that class. The instructor will then teach one complete course with a qualified check instructor present, observing his/her performance, using Instructor Evaluation Checklist NETC 1500/4 (4-09) as found in enclosure (2) of NETCINST 1500.5A. (or its equivalent) to record the results. If the observer awards an adjective evaluation of adequate or higher, the prospective instructor will be certified to perform contract instruction in that course. If the instructor is to be certified in another course, the same procedure will be followed.
 - (3) ICW/Electronic Classroom (EC) Instructor. The instructor(s) assigned to the ICW Classroom shall have a working knowledge of each phase of NATRACOM flight training curriculum and all courseware curricula utilized in the ICW classroom to which assigned. In addition, the instructor shall have a working knowledge of the administrator functions associated with the courseware presentation programs outlined in the ICW/EC Training System Utilization Handbook. Utilizing this knowledge, the instructor must be capable of inducting new students into the system, purging old students, generating performance reports and fielding random queries regarding student's progress and performance.
- (D.) **Proficiency Training:** The contractor shall be responsible for training instructors on FTD/UTD/IFT operating procedures, instructor operation station procedures, device modifications and changes and

provide any ongoing training to maintain adequate proficiency to meet the requirements of this contract. Contract Instructors shall attend initial and recurrent annual, Government provided, Crew Resource Management (CRM).

(E.) **Currency of Qualifications:**

- (1). Simulator Instructors shall conduct at least one student instructional simulator event per stage qualified in each thirty-calendar days to maintain instructor currency. Each instructor shall take an annual written examination in each stage of flight instruction in which he/she is current and receive an annual practical (simulator) check. Contractor check instructors shall receive their initial and annual written and designated practical checks from government check instructors. Any simulator instructor who receives a failing grade of unsatisfactory on any standardization examination or standardization check event shall not instruct in the phase until he/she obtains a passing grade on a subsequent standardization examination or simulator standardization check. A Government provided, NATOPS Qualified, Flight Evaluator shall train a Contractor provided Instructor(s) to perform NATOPS flight evaluations on Contractor Instructors. The NATOPS qualified Contract Instructor shall conduct annual and/or random standardization checks on Contractor simulator instructors. The Government may observe any contractor personnel in the execution of instructional duties.
- (2). Classroom Instructors shall teach each course a minimum of one (1) time every quarter and maintain an adjectival grade of "adequate" in order to maintain currency. The Instructor Evaluation Checklist NETC 1500/4 (4-09) as found in enclosure (2) of NETCINST 1500.5A. or equivalent will be used as the evaluation document.
- (3). ICW/Electronic Classroom Instructors shall be evaluated annually, or as required, by a government representative using The Instructor Evaluation Checklist NETC 1500/4 (4-09) as found in enclosure (2) of NETCINST 1500.5A or equivalent. The instructor must maintain at least an adjectival grade of satisfactory to retain currency.

(xiv). **Special Projects and Training:** The contractor shall perform functions described below on a case-by-case basis when required by the government. This work shall include:

- (A). **Special Training.** The contractor personnel shall attend security, safety training, Annual Information Assurance Training (Government CAC required), and other emergent training as required by the government. This training includes safety stand down training in accordance with local regulations and directives.
- (B). **Special Simulator Device Meetings.** The contractor shall provide Subject Matter Experts (SME) to attend meetings pertaining to Service Life Extension Programs (SLEPS), modifications, and/or operational requirements.
- (C). **Curriculum Development Projects and Revisions.** Occasionally a new or major revision to a course of instruction requiring a dedicated effort beyond the effort routinely expended may occur. The contractor shall assist in the development and/or revision of curricula as SMEs in accordance with NAVEDTRA 130B and CNATRAINST 1550.6E when requested and identified as a special project by the GTO/COR/ACOR.

(xv) All courses shall be presented as delineated in the applicable Government provided curriculum/syllabus. Any modifications or changes to the syllabus require Government approval prior to use.

(xvi). All subcontracting agreement(s) must insure capability and availability of subcontracted equipment/trainers/simulators/facilities/materials/instructors or other course necessities for use in T-44C training courses specified in Section C. The contractor must provide for and ensure availability of simulator device time that will meet training criteria, scheduling and throughput requirements specified herein.

(xvii). **Safety and Security:** The Contractor shall comply with all local, state and federal regulations and standards as they apply to support and supplies. Contractor personnel working on-site in the trainer complex must have a security clearance as specified in accordance with local Standard Operating Procedures. Additionally, all on-site personnel shall be required to comply with any and all COMTRAWING FOUR and NAS Corpus Christi instructions, directives, rules and regulations as they apply to contract base activities and personnel. Contractor personnel shall be subject to security and safety inspections and investigations at all times and shall report immediately any accident or incident with security or safety implications. Personnel shall also report any other conditions or incidents, which could be reasonably expected to be of interest to the Government, such as damage to Government property.

(xviii). **Appearance and Conduct.** The Contractor shall be responsible for the supervision and conduct of all his/her employees. The Contractor's personnel shall conduct themselves in a proper and efficient manner at all times. Contractor personnel shall wear the type of clothing that is worn by their counterparts in business and industry. In the simulator, storage and other industrial areas, clothing and shoes must conform to safety regulations. A Contractor furnished nametag with at least the employee's last name shall be displayed and worn along with a Government-furnished badge.

(xix) The GTO/ACOR or his/her designated representative will monitor quality of Contractor instruction and availability of the FTD/UTD. Contractor performance shall be measured in terms of "hours of simulator instruction time lost" as defined in the Quality Assurance Surveillance Plan (QASP).

(c). ADMINISTRATION AND DELIVERABLES:

(1). ADMINISTRATION:

(i). **Scheduling:** The Government will provide an estimated yearly and quarterly training plan to assist the contractor in determining approximate annual staffing level requirements. Scheduled training of classes and events will occur on both a weekly and daily basis by the Squadrons. The annual plan shall include known holidays and notional planned safety stand-down dates. Classes are started every two or three weeks and typically consist of 2-12 students.

(ii). The Government will provide the Contractor a quarterly training plan to assist on the expected course start dates and times along with tentative room assignments for those courses.

(iii). Each week, no later than close of business on Wednesday, the Government will provide the contractor an estimated daily simulator requirement for the following week. The Government will also provide an estimate of requested weekend simulator events (if required) for "that" week at the same time. The weekend event numbers shall be finalized on Thursday no later than 1500, Central Standard Time CST.

(iv). The Contractor shall provide the COR and on-site ACOR a class roster via facsimile (FAX) or email on the first day in which classes/events begins and/or a separate line item occurs (VIP/WINGING, Emergency Procedures, warm-up, track specific event, etc.). The class roster shall minimally include the following information for each trainee/student: trainee/student's name & rank, military Branch, course title, course and course date. The COR will then assign each student a unique Training Number (CTN) that identifies the contract line number, platform, course title, and class start date. The Government will schedule all training in accordance with the applicable curriculum/syllabus. At the discretion of the Government, training shall allow full or partial crews. The standard T-44C crew size is two-pilots. In the event of a singular trainee with no scheduled copilot, the Contract Instructor shall act as copilot.

(v). Class periodicity shall be scheduled to allow for year-round availability that meets estimated trainee throughput rates delineated in Section C, paragraph (d)(1).

(vi). The contractor will be due full payment in accordance with the QASP (Attachment 2). Special considerations will be made under the following circumstances:

In the event that any student, once enrolled, must withdraw from training due to medical or emergency leave, the contractor will be due full payment as if the student had completed the training. If the student returns within 120 days after the date of withdrawal, the contractor shall be responsible to continue with the student's training at no additional charge even if some repeat training is required to ensure successful completion.

In the event that any student, once enrolled, experiences academic difficulties during training, the contractor shall immediately notify the GTO/ACOR. The GTO/ACOR will consult with the student and instructor to determine if additional or repeat training will facilitate the student's ability to successfully complete the course. If the GTO/ACOR determines that additional or repeat training is required, the contractor shall provide additional training as called for in each syllabus and allow the student to repeat the training (not to exceed 30 academic hours and/or 4 additional simulator events beyond the syllabus requirements per student) at no additional cost to the Government.

(vii). The Contractor shall be responsible for training any students that may currently be in the "pipeline" as of the initial CSD date of 1 February, 2014. If the student is not half-way completed (For non-winged students: C4501, for winged students: C2105), the contractor shall be given full credit in FY14.

(viii). deleted

(ix). The Contractor shall retain sole administrative and supervisory responsibility for all Contractor personnel. The Site Manager or alternate shall have full authority to act for the Contractor on all contract matters relating to daily operation of this contract. The Contractor shall designate a Site Manager and an on-site Shift Supervisor for each shift maintained. This in no way precludes the Site Manager from performing as a Shift Supervisor, and shall in no way be construed as Government direction in the matter of labor mix or supervisory overhead factors. Rather, this has been required solely to ensure proper communication between the Contractor and the Government. The on-site Supervisor will have authority over Contractor personnel relative to the performance of operation and maintenance services rendered under the contract. The Site Manager or Shift Supervisor shall be the focal point for routine day-to-day interface with the Government.

(x) Contract Instructors shall attend quarterly standardization meetings and receive additional training as required by the Government.

(xi) Contractor Quality Control Plan:

(A) The contractor shall provide, maintain, and utilize an effective Quality Control (QC) program to ensure proper compliance with all instructional requirements, practices, and procedures. The program shall assure adequate quality of instructional performance and shall provide for:

- (1). Methods for identifying, preventing, and correcting deficiencies in the quality of the service performed before the level of performance becomes unacceptable.
- (2). A file on all inspections/checks conducted and the corrective action taken. This file shall be made available to the government during the term of this contract.
- (3). Methods for dealing with unacceptable individual instructor performance, such as but not limited to the following examples:
 - (a) Mission incomplete due to inadequate instructor performance.
 - (b) Failure to protect/properly operate government property.
 - (c) Personal acts that endanger the health or safety of government/contractor personnel.
 - (d) Security violation or violation of established directives.
 - (e) Poor performance and/or attitude that directly impacts the primary mission.
 - (f) Instructor's grade average deviations of more than two standard deviation from the site's grade average - for that stage or class.

- (g) Method of tracking and documenting instructor currency and grade point average for each instructor.
 - (4). Plan of action the contractor will use to fulfill the government's requirements, upon the de-certification of an employee.
 - (5). Understanding that Contractor Performance shall be measured in terms of the "number of simulator events lost" and each simulator event lost will result in a deduction to the contract price as described in the QASP.
 - (B) **Program Management.** The contractor management shall review the quality control program on at least a semi-annual basis to ensure adequacy, effectiveness, and compliance with the program.
 - (C) **Instructor Grading Records.** The contractor shall maintain records of each instructor's grading history for the previous six months, listing as a minimum, the student's performance standard (i.e. 2, 3, 4, or 5), based on the curriculum performance standard as stated in the Master Curriculum Guide.
 - (D) **Instructor Grade Average.** The contractor shall compute monthly, from the previous six months grades awarded to the students by the instructor, the cumulative grade average for each simulator instructor by stage. The numerical average will be rounded to the 2nd decimal point to determine individual instructor average monthly grading history. Upon request, this information shall be made available to the GTO/ACOR, COR, or their designated representative.
 - (E) **Instructor Grading Standards.** The contractor shall monitor the cumulative grade average of each instructor to ensure that an individual instructor's stage or class average does not deviate more than two standard deviations from the site's grade average for that stage or class. This information shall be made available to the GTO/ACOR, COR or their designated representative for review upon request. Directions for computing standard deviations are contained in CNATRAINST 1500.4. The contractor is responsible for counseling instructors whose grade average exceeds the above deviation limitations regarding standardized grading practices, and shall take corrective action in accordance with the quality control plan.
 - (F) **Instructor Training Records.** The contractor shall maintain records of each instructor's training, qualifications, and simulator standardization checks, currency and grade point averages for the life of the contract. Records shall be made available to the GTO/ACOR, COR or their designated representative for review upon request. To prevent duplication of required periodic Government provided instructor and Contract Instructor evaluations and certifications, the contractor shall allow the successor contractor to copy, at the successor's own expense, the latest government evaluation records and government certification documents of any employee agreeable and acceptable by the successor. These certifications and evaluations shall continue in effect with the successor contractor unless changed or rescinded by the successor or the government. Such employees still must continue to meet the currency of qualifications requirements contained herein.
 - (G) **Instructor Classroom Performance.** The government representative will conduct direct observations of instructor classroom presentations in accordance with NAVEDTRA 135.
- (2). DELIVERABLES: The contractor shall provide:
- (i). **Class Roster:** A class roster shall be provided to the PTO/COR and on-site ACOR no more than one hour after the completion of each course or event via facsimile (FAX) or email. The roster shall minimally include: course title, trainee/student's name and rank, course start/end date. The COR shall then provide a Contractor Training Number (CTN) to the contractor.

NOTE: The completion of the event "Aviation Training Form" or (ATF) in TIMS must be accomplished immediately following the event. For the student to be scheduled for the next event, which could follow immediately, the contractor needs to complete the student information in TIMS at the end of the class/event and turn in the completed Roster to the PTO/COR, and on-site ACOR or designee within one hour of completion.

(ii). **Trainee Course Evaluation:** Trainee Course Evaluation (original copies go to the GTO/ACOR or his/her designated representative, copy to the COR): The contractor shall provide each student with a Course Evaluation Form (Government approved) to complete at the end of each class of instruction. The contractor shall provide a course evaluation form at the end of each stage of training and an end-of-course critique (Government approved) shall also be provided which covers all student simulator training.

(iii). **Contractor Certification Letter of Training:** Prior to billing, the contractor shall prepare a "Contractor Certification Letter of Training". The contractor shall provide the ACOR with the "Contractor Certification Letter of Training" for verification of training and signature. This company letterhead certification letter shall include the following minimum information and certifications:

- Name, rank
- course title
- training start/end dates
- CTN
- contract/delivery order number
- title/signature of the contractor's site manager
- a statement certifying that all aspects of the training were in conformance with the contract requirements, and any other information relevant to the contractor's or trainee's performance for that course under the contract.

A copy of this letter is sent to the COR/ACOR prior to billing and should also be attached to the invoice.

(iv). **Quality Control Manual:** A draft quality control manual shall be provided to the COR and GTO/ACOR fifteen (15) days after contract award for review. The quality control manual shall include procedures for effective management and control of quality and minimally comply with the requirements described in paragraph (c)(1)(xi)(A)(1-5). The final draft of the quality control manual shall be submitted to the government for acceptance no later than thirty (30) days after contract award.

(v). **Additional joint Government/Contractor post-award meetings** may be conducted upon Government election. The Contractor shall be responsible for developing and submitting minutes of all meetings to the COR (due 7 working days after completion of the meeting).

(vi). **Contractor Manpower Reporting:** The contractor shall report ALL contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the instructional training services via a secure data collection site. The contractor is required to completely fill in all required data fields using the following web address <https://doncmra.nmci.navy.mil>.

Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>."

(3). GOVERNMENT FURNISHED PROPERTY/EQUIPMENT

(i) The Government shall provide all required course curriculums/syllabi and any additional Government-specific courseware/materials, technical data, and evaluation forms needed for the training of T-44A/C pilots. Technical and

Training Data required to evaluate the FTD(s)/UTD(s)/IFT(s) and conduct applicable training as described herein minimally includes:

- (A) T-44A/C NATOPS
- (B) CNATRAINST 1542.147G Advanced Multi-Engine MPTS Flight Training
- (C) CNATRAINST 1542.153C Multi-Engine Flight Instructor and Transition Training
- (D) CNATRAINST 1542.168 Migration Training Syllabus
- (E) T-44A/C Multi-Engine Flight Training Instruction (FTI)
- (F) TW-4 VFR Course Rules, NAS Corpus Christi, TX
- (G) Applicable Course Curricula/Courseware
- (H) Visual DB and operating area documents (source data for most of the applicable working areas is available through NPSI and applicable training airfields, low level routes and operating areas are identified in the **Low Level Points Chart** and **Simulated Training Area document**.)
- (I) As described in paragraph (b)(2)(vii) above, the Government will make available to the contractor up to two (2) T-44C UTDs/IFTs until the contractor UTDs/IFTs are RFT.
- (J) T-44C Advanced Multi-Engine Low-Level and Tactical Formation, Flight Training Instruction (FTI)

(ii) The Government will provide the required facilities (Building 83), capable of housing, operating and securing up to five (5) T-44C FTDs and two (2) UTDs/IFTs . Office space (as available) will be provided for contract instructors and support personnel. The location, placement and set up of all contractor provided devices shall require Government approval.

No construction is authorized for this effort. Any modification necessary to existing structure to facilitate trainer installation must be stated after contract award with detailed information provided during mobilization.

(iii) The Government will provide all electrical power required for device operations without "bill back" to the contractor.

(iv) The simulator bay of building 83 has sufficient cooling capacity to support the operations of the maximum number of devices required under this contract. If the contractor's devices require augmented cooling or direct hookup to the simulator bay chilled water cooling system, the contractor will be responsible for such connection(s). Any facility modifications shall require Government approval.

(d). FORECAST SCHEDULING

(1). The following is a fiscal year breakdown of the Government's training schedule for the life of this contract.

ITEM DESCRIPTION	OF TRAINEES
<hr/>	
FY14-(01 Nov 2013 – 31 Dec 2013)	
A. Mobilization (CLIN 0001)	
FY14- (01 Jan 2014 – 30 Sep 2014)	
CLIN 1401 – Total number of students and events (Comprised of A-G as listed below)	529
A. Advanced Multi-Engine MPTS Flight Training	227

B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	12
2. Copilot MPTS Training	8
3. Aircraft Commander Upgrade Training	6
4. Test Pilot School (TPS)	4
C. VIP Event (Winging/Community Outreach)	63
D. Simulator Event: Track Specific Event	0
E. Simulator Event: Warm Up	14
F. Emergency Procedures Event	41
G. Non-Systems Multi-Engine Ground School	154

CLINs 1402-1405 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1401. Grouped as listed below with the NTE amount of 20%.

CLIN 1402 - Advanced Multi-Engine MPTS Flight Training(A) NTE 46 Students

CLIN 1403 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 3 Students

CLIN 1404 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1405 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 56 Events

OPTION - FY 15- (01 Oct 2014 – 30 Sep 2015)

CLIN 1501 – Total number of students and events 604
(Comprised of A-G as listed below)

A. Advanced Multi-Engine MPTS Flight Training	227
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	18
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7
4. Test Pilot School (TPS)	4
C. VIP Event (Wings/Community Outreach)	111
D. Simulator Event: Track Specific Event	83
E. Simulator Event: Warm Up	25
F. Emergency Procedures Event	57
G. Non-Systems Multi-Engine Ground School	63

CLINs 1502-1505 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1501. Grouped as listed below with the NTE amount of 20%.

CLIN 1502 - Advanced Multi-Engine MPTS Flight Training(A) NTE 46 Students

CLIN 1503 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 1504 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1505 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 70 Events

OPTION - FY16- (01 OCT 2015 - 30 SEP 2016)

CLIN 1601 – Total number of students and events 910
(Comprised of A-G as listed below)

A. Advanced Multi-Engine MPTS Flight Training	323
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	19
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7
4. Test Pilot School (TPS)	4
C. VIP Event (Wings/Community Outreach)	155
D. Simulator Event: Track Specific Event	283
E. Simulator Event: Warm Up	32
F. Emergency Procedures Event	63
G. Non-Systems Multi-Engine Ground School	15

CLINs 1602-1605 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1601. Grouped as listed below with the NTE amount of 20%.

CLIN 1602 - Advanced Multi-Engine MPTS Flight Training(A) NTE 70 Students

CLIN 1603 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 1604 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1605 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 111 Events

OPTION - FY17 - (01 OCT 2016 - 30 SEP 2017)

CLIN 1701 – Total number of students and events 933
(Comprised of A-G as listed below)

A. Advanced Multi-Engine MPTS Flight Training	337
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	20
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7
4. Test Pilot School (TPS)	4
C. VIP Event (Wings/Community Outreach)	155
D. Simulator Event: Track Specific Event	283
E. Simulator Event: Warm Up	33
F. Emergency Procedures Event	85
G. Non-Systems Multi-Engine Ground School	0

CLINs 1702-1705 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1701. Grouped as listed below with the NTE amount of 20%.

CLIN 1702 - Advanced Multi-Engine MPTS Flight Training(A) NTE 68 Students

CLIN 1703 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 1704 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1705 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 112 Events

OPTION - FY18 - (01 OCT 2017 - 30 SEP 2018)

CLIN 1801 – Total number of students and events 940
(Comprised of A-G as listed below)

A. Advanced Multi-Engine MPTS Flight Training	343
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	20
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7
4. Test Pilot School (TPS)	4
C. VIP Event (Wingings/Community Outreach)	155
D. Simulator Event: Track Specific Event	284
E. Simulator Event: Warm Up	33
F. Emergency Procedures Event	85
G. Non-Systems Multi-Engine Ground School	0

CLINs 1802-1805 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1801. Grouped as listed below with the NTE amount of 20%.

CLIN 1802 - Advanced Multi-Engine MPTS Flight Training(A) NTE 69 Students

CLIN 1803 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 1804 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1805 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 112 Events

OPTION - FY19 - (01 OCT 2018 – 30 SEP 2019)

CLIN 1901 – Total number of students and events 910
(Comprised of A-G as listed below)

A. Advanced Multi-Engine MPTS Flight Training	334
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	19
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7

4. Test Pilot School (TPS)	4
C. VIP Event (Wings/Community Outreach)	149
D. Simulator Event: Track Specific Event	272
E. Simulator Event: Warm Up	34
F. Emergency Procedures Event	82
G. Non-Systems Multi-Engine Ground School	0

CLINs 1902-1905 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 1901. Grouped as listed below with the NTE amount of 20%.

CLIN 1902 - Advanced Multi-Engine MPTS Flight Training(A) NTE 67 Students

CLIN 1903 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 1904 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 1905 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: WarmUp(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 109 Events

OPTION - FY20 - (01 OCT 2019 – 30 SEP 2020)

CLIN 2001 – Total number of students and events
(Comprised of A-G as listed below) 910

A. Advanced Multi-Engine MPTS Flight Training	334
B. Multi-Engine Flight Instructor and Transition Training:	
1. Instructor Upgrade Training (IUT)	19
2. Copilot MPTS Training	9
3. Aircraft Commander Upgrade Training	7
4. Test Pilot School (TPS)	4
C. VIP Event (Wings/Community Outreach)	149
D. Simulator Event: Track Specific Event	272
E. Simulator Event: Warm Up	34
F. Emergency Procedures Event	82
G. Non-Systems Multi-Engine Ground School	0

CLINs 2002-2005 for Additional Instruction which will be used in the event the Government exceeds the number of students/events for CLIN 2001. Grouped as listed below with the NTE amount of 20%.

CLIN 2002 - Advanced Multi-Engine MPTS Flight Training(A) NTE 67 Students

CLIN 2003 - Multi-Engine Flight Instructor and Transition Training:
Instructor Upgrade Training (IUT)(B.1) NTE 4 Students

CLIN 2004 - Multi-Engine Flight Instructor and Transition Training: Copilot MPTS Training(B.2), Aircraft Commander Upgrade Training(B.3) and Test Pilot School (TPS)(B.4) NTE 5 Students

CLIN 2005 – Simulator/Ground Training Events to include: VIP Event (Winging/Community Outreach)(C), Simulator Event: Track Specific Event(D), Simulator Event: Warm Up(E), Emergency Procedures Event(F), Non-Systems Multi-Engine Ground School(G) NTE 109 Events

SECTION E - INSPECTION AND ACCEPTANCE

The following Acceptance/Inspection Schedule was added for SUBCLIN 140101:

INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
Destination	Government	Destination	Government

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by [REDACTED]
from [REDACTED] to \$ [REDACTED]

SUBCLIN 140101:

Funding on SUBCLIN 140101 is initiated as follows:

ACRN: AA

CIN: 130039061700003

Acctng Data: 1741804 70AE 250 57025 T 068566 2D CAA020

Increase: [REDACTED]

Total: [REDACTED]

Cost Code: 631104BC075Q

The following have been modified:

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (JUN 2012)

(a) *Definitions.* as used in this clause--

"Department of Defense Activity Address Code (DoDAAC)" is a six position code that uniquely identifies a unit, activity, or organization.

"Document type" means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

"Local processing office (LPO)" is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) *Electronic invoicing.* The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) *WAWF access.* To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the Central Contractor Registration at <https://www.acquisition.gov>; and

(2) Be registered to use WAWF at <https://wawf.eb.mil/> following the step-by-step procedures for self-registration available at this Web site.

(d) *WAWF training.* The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at <https://wawf.eb.mil/>.

(e) *WAWF methods of document submission.* Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) *WAWF payment instructions.* The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) *Document type.* The Contractor shall use the following document type(s).

2-IN-1

(Contracting Officer: Insert applicable document type(s). Note: If a "Combo" document type is identified but not supportable by the Contractor's business systems, an "Invoice" (stand-alone) and "Receiving Report" (stand-alone) document type may be used instead.)

(2) *Inspection/acceptance location.* The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer.

N61340

(Contracting Officer: Insert inspection and acceptance locations or "Not applicable.")

(3) *Document routing.* The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC:	<u>N61340</u>
Issue By DoDAAC:	<u>N61340</u>
Admin DoDAAC:	<u>S2404A</u>
Inspect By DoDAAC:	<u>N/A</u>
Ship To Code:	<u>N/A</u>
Ship From Code:	<u>N/A</u>
Mark For Code:	<u>N/A</u>
Service Approver (DoDAAC):	<u>N61340</u>
Service Acceptor (DoDAAC):	<u>N61340</u>
Accept at Other DoDAAC:	<u>N/A</u>
LPO DoDAAC:	<u>N/A</u>
DCAA Auditor DoDAAC:	<u>TBD</u>
Other DoDAAC(s):	

(*Contracting Officer: Insert applicable DoDAAC information or "See schedule" if multiple ship to/acceptance locations apply, or "Not applicable.")

(4) *Payment request and supporting documentation.* The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) *WAWF email notifications.* The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.

Acceptor – rachel.perry@navy.mil, Review only – George.alexander1@navy.mil and demetrius.walker2@navy.mil

(Contracting Officer: Insert applicable email addresses or "Not applicable.")

(g) *WAWF point of contact.* (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact. For Navy WAWF questions call DFAS Customer Care 1-800-756-4571 option 6

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

252.232-7007 LIMITATION OF GOVERNMENT'S OBLIGATION (MAY 2006)

(a) Contract line item(s) 0001 and 1401 are fully funded. For these item(s), the sum of \$0.00 of the total price is presently available for payment and allotted to this contract. An allotment schedule is set forth in paragraph (j) of this clause.

(b) For item(s) identified in paragraph (a) of this clause, the Contractor agrees to perform up to the point at which the total amount payable by the Government, including reimbursement in the event of termination of those item(s) for the Government's convenience, approximates the total amount currently allotted to the contract. The Contractor is not authorized to continue work on those item(s) beyond that point. The Government will not be obligated in any event to reimburse the Contractor in excess of the amount allotted to the contract for those item(s) regardless of anything to the contrary in the clause entitled "Termination for Convenience of the Government." As used in this clause, the total amount payable by the Government in the event of termination of applicable contract line item(s) for convenience includes costs, profit, and estimated termination settlement costs for those item(s).

(c) Notwithstanding the dates specified in the allotment schedule in paragraph (j) of this clause, the Contractor will notify the Contracting Officer in writing at least ninety days prior to the date when, in the Contractor's best judgment, the work will reach the point at which the total amount payable by the Government, including any cost for termination for convenience, will approximate 85 percent of the total amount then allotted to the contract for performance of the applicable item(s). The notification will state (1) the estimated date when that point will be reached and (2) an estimate of additional funding, if any, needed to continue performance of applicable line items up to the next scheduled date for allotment of funds identified in paragraph (j) of this clause, or to a mutually agreed upon substitute date. The notification will also advise the Contracting Officer of the estimated amount of additional funds that will be required for the timely performance of the item(s) funded pursuant to this clause, for a subsequent period as may be specified in the allotment schedule in paragraph (j) of this clause or otherwise agreed to by the parties. If after such notification additional funds are not allotted by the date identified in the Contractor's notification, or by an agreed substitute date, the Contracting Officer will terminate any item(s) for which additional funds have not been allotted, pursuant to the clause of this contract entitled "Termination for Convenience of the Government."

(d) When additional funds are allotted for continued performance of the contract line item(s) identified in paragraph (a) of this clause, the parties will agree as to the period of contract performance which will be covered by the funds. The provisions of paragraphs (b) through (d) of this clause will apply in like manner to the additional allotted funds and agreed substitute date, and the contract will be modified accordingly.

(e) If, solely by reason of failure of the Government to allot additional funds, by the dates indicated below, in amounts sufficient for timely performance of the contract line item(s) identified in paragraph (a) of this clause, the Contractor incurs additional costs or is delayed in the performance of the work under this contract and if additional funds are allotted, an equitable adjustment will be made in the price or prices (including appropriate target, billing, and ceiling prices where applicable) of the item(s), or in the time of delivery, or both. Failure to agree to any such equitable adjustment hereunder will be a dispute concerning a question of fact within the meaning of the clause entitled "Disputes."

(f) The Government may at any time prior to termination allot additional funds for the performance of the contract line item(s) identified in paragraph (a) of this clause.

(g) The termination provisions of this clause do not limit the rights of the Government under the clause entitled "Default." The provisions of this clause are limited to the work and allotment of funds for the contract line item(s) set forth in paragraph (a) of this clause. This clause no longer applies once the contract is fully funded except with regard to the rights or obligations of the parties concerning equitable adjustments negotiated under paragraphs (d) and (e) of this clause.

(h) Nothing in this clause affects the right of the Government to terminate this contract pursuant to the clause of this contract entitled "Termination for Convenience of the Government."

(i) Nothing in this clause shall be construed as authorization of voluntary services whose acceptance is otherwise prohibited under 31 U.S.C. 1342.

(j) The parties contemplate that the Government will allot funds to this contract in accordance with the following schedule:

This contract is fully funded for FY14.

On execution of contract
31 Jul 2014

\$ [REDACTED]
\$ [REDACTED]

Total

\$ [REDACTED]

(End of Summary of Changes)